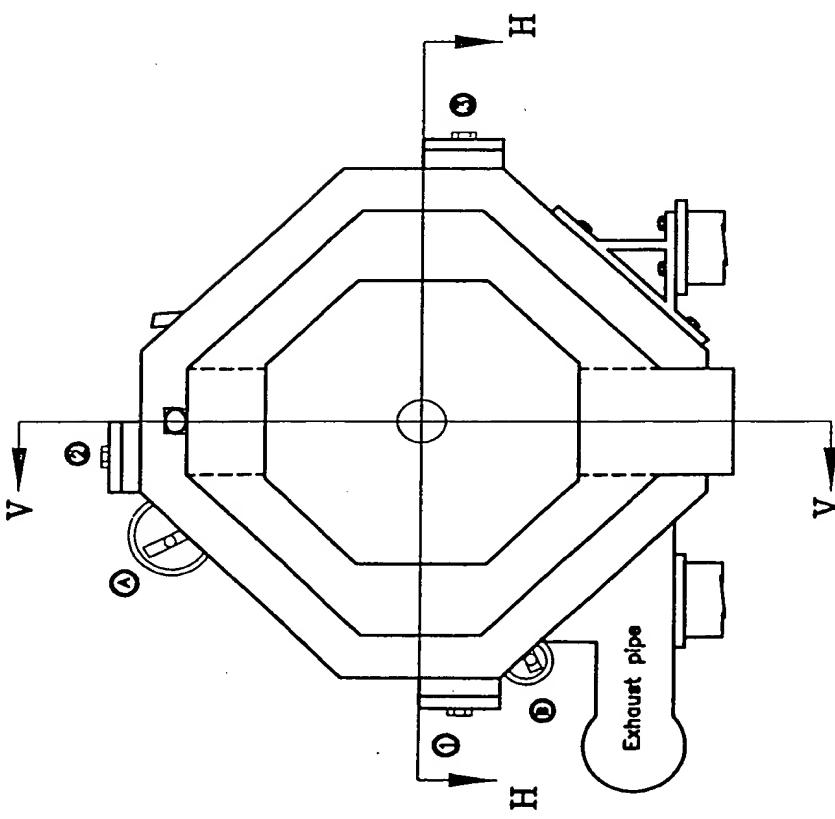


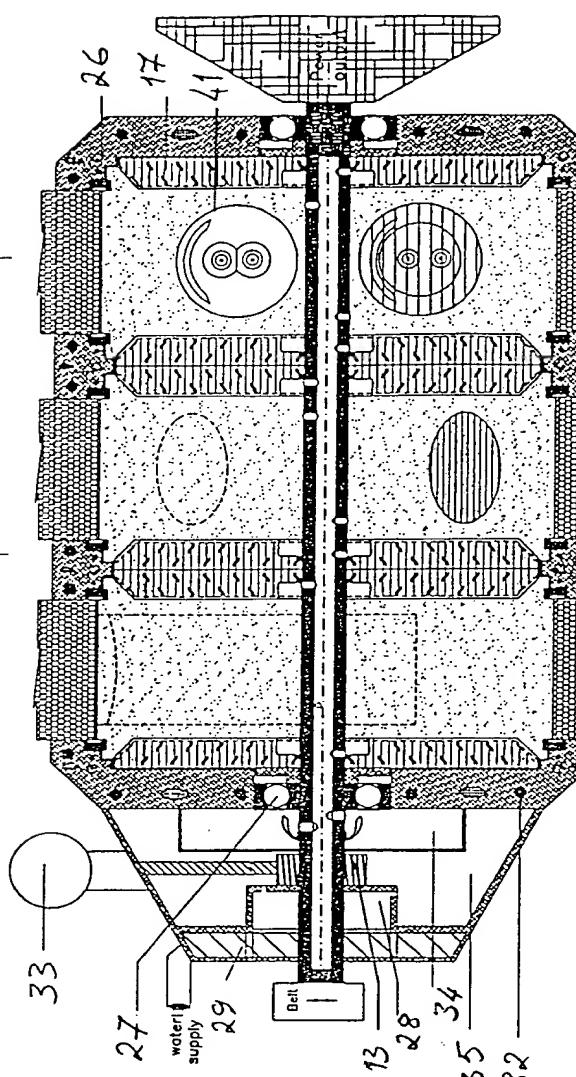
TYPICAL SHAPE - SIDE VIEW

F_{1.a}



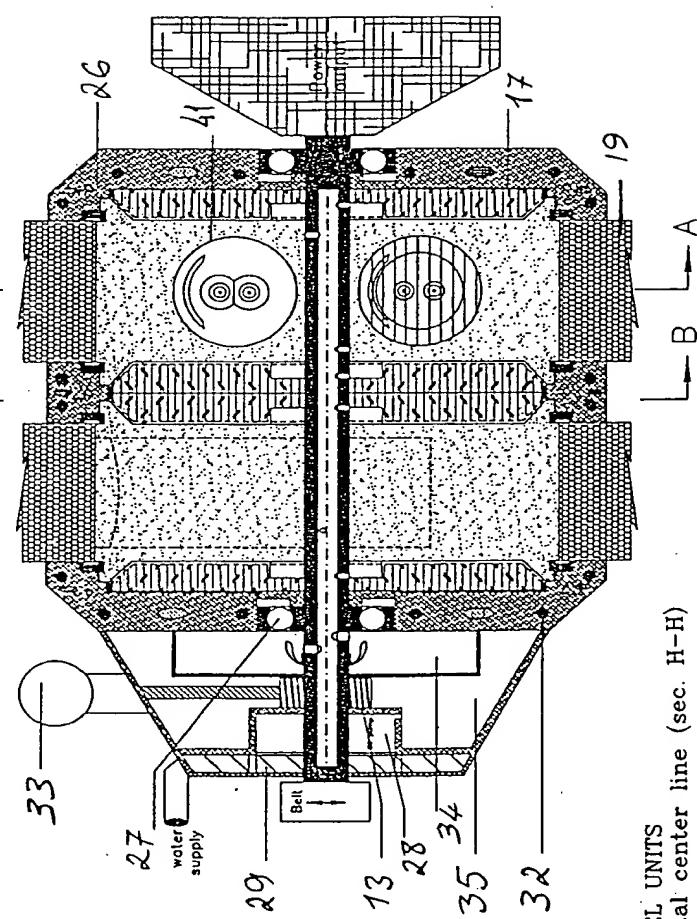
TYPICAL SHAPE - FRONT VIEW

F_{1.b}



THREE POWER WHEEL UNITS
Section plan in horizontal center line (sec. H-H)

F-26

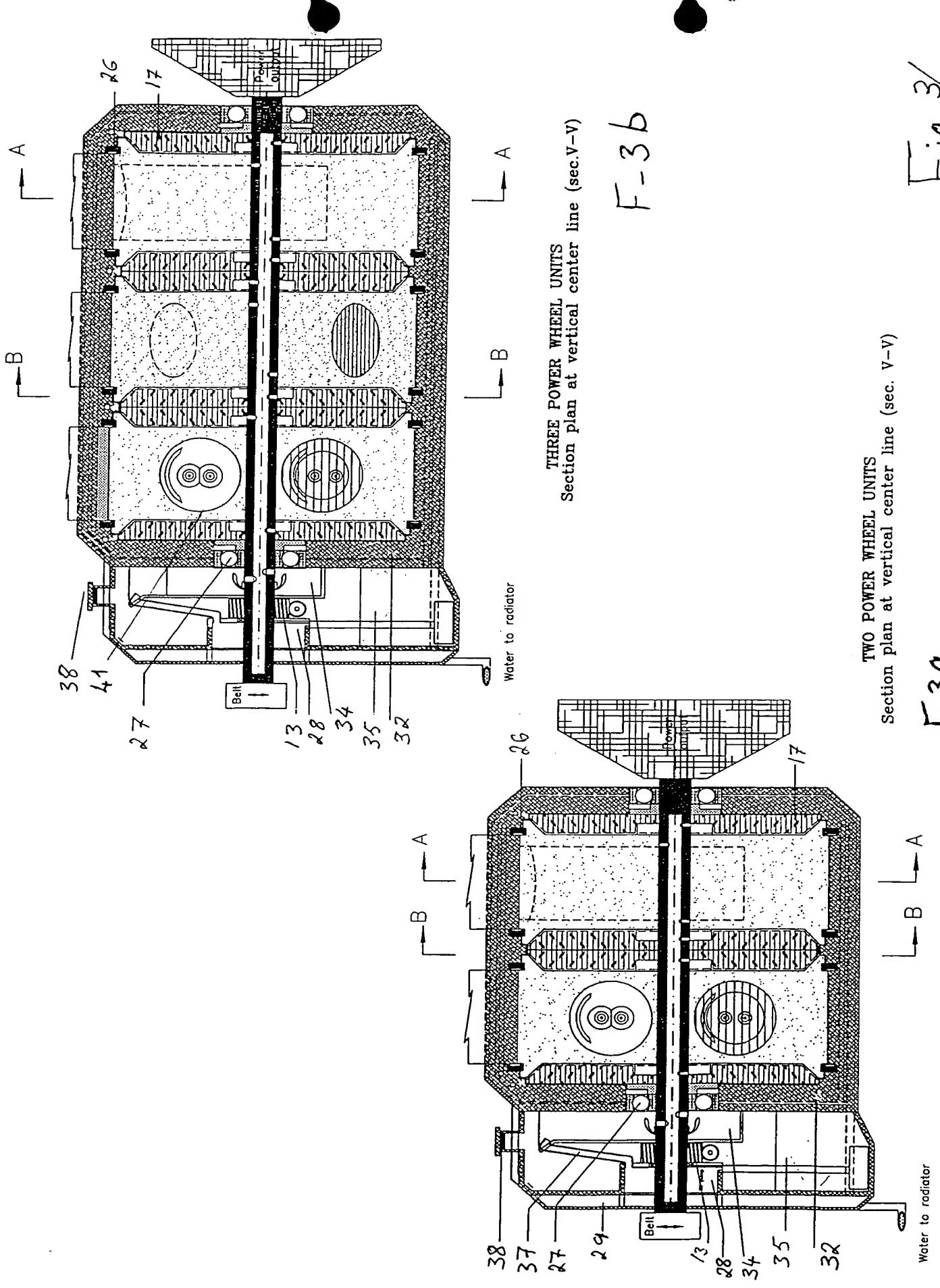


TWO POWER WHEEL UNITS
Section plan in horizontal center line (sec. H-H)

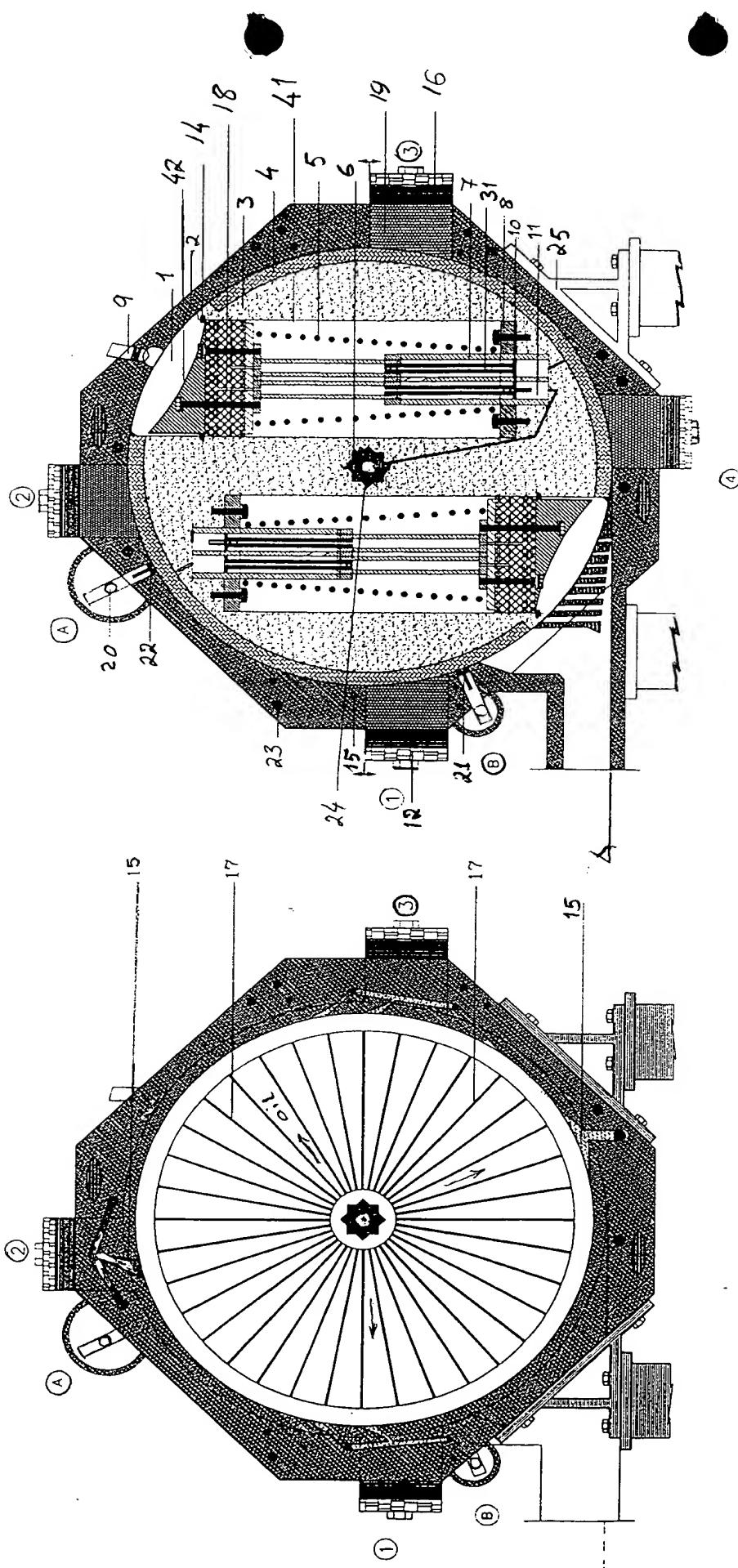
F-20

Fig - 2/25

2/25



3/25



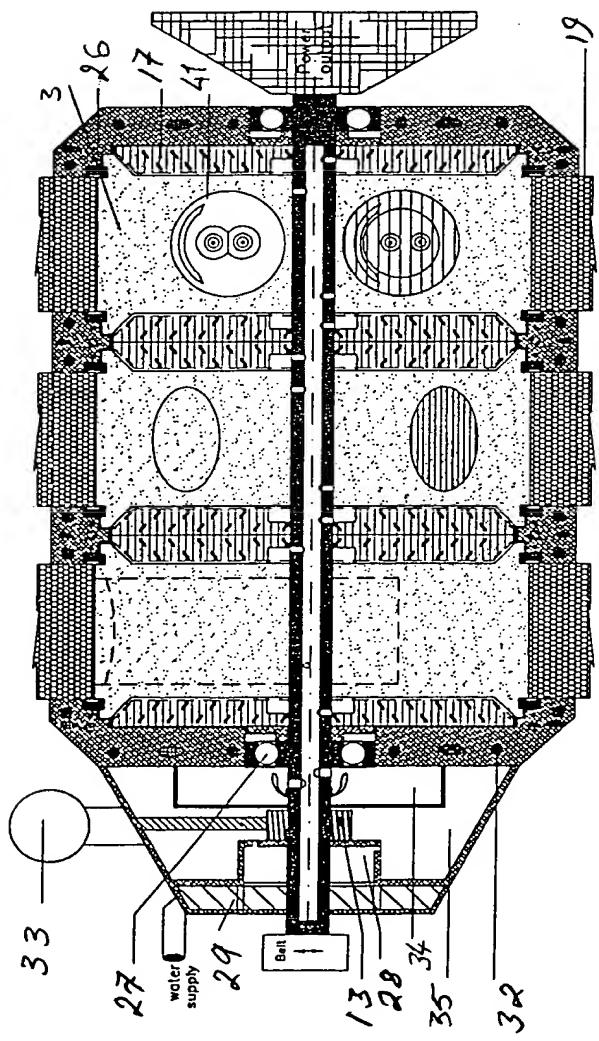
SECTION A - A

F-4a

SECTION B - B

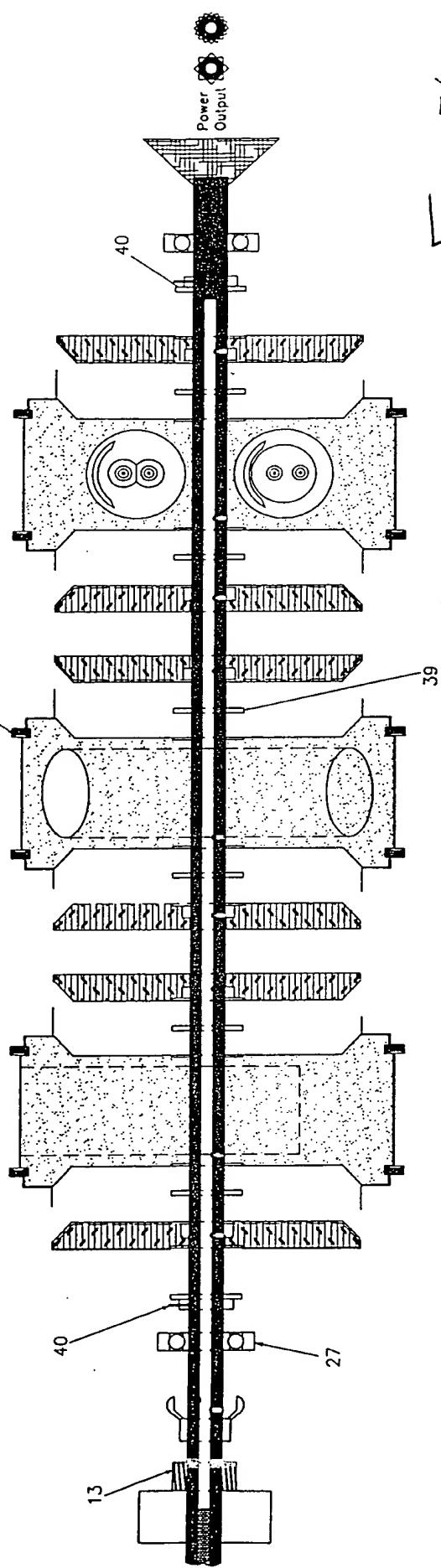
F-4b

Fig - 4/25



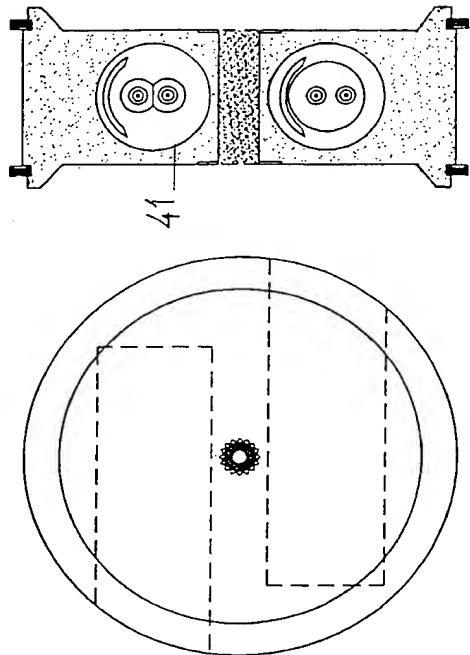
F-5a

Section – Plan in horizontal C.L.



四
五

ROTATING PARTS ANALYSIS ON THE CRANK



No. 3 56

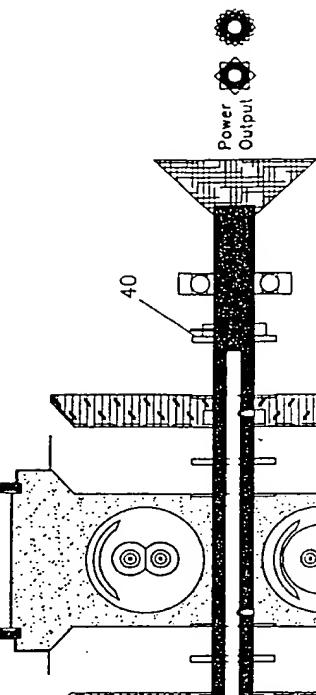
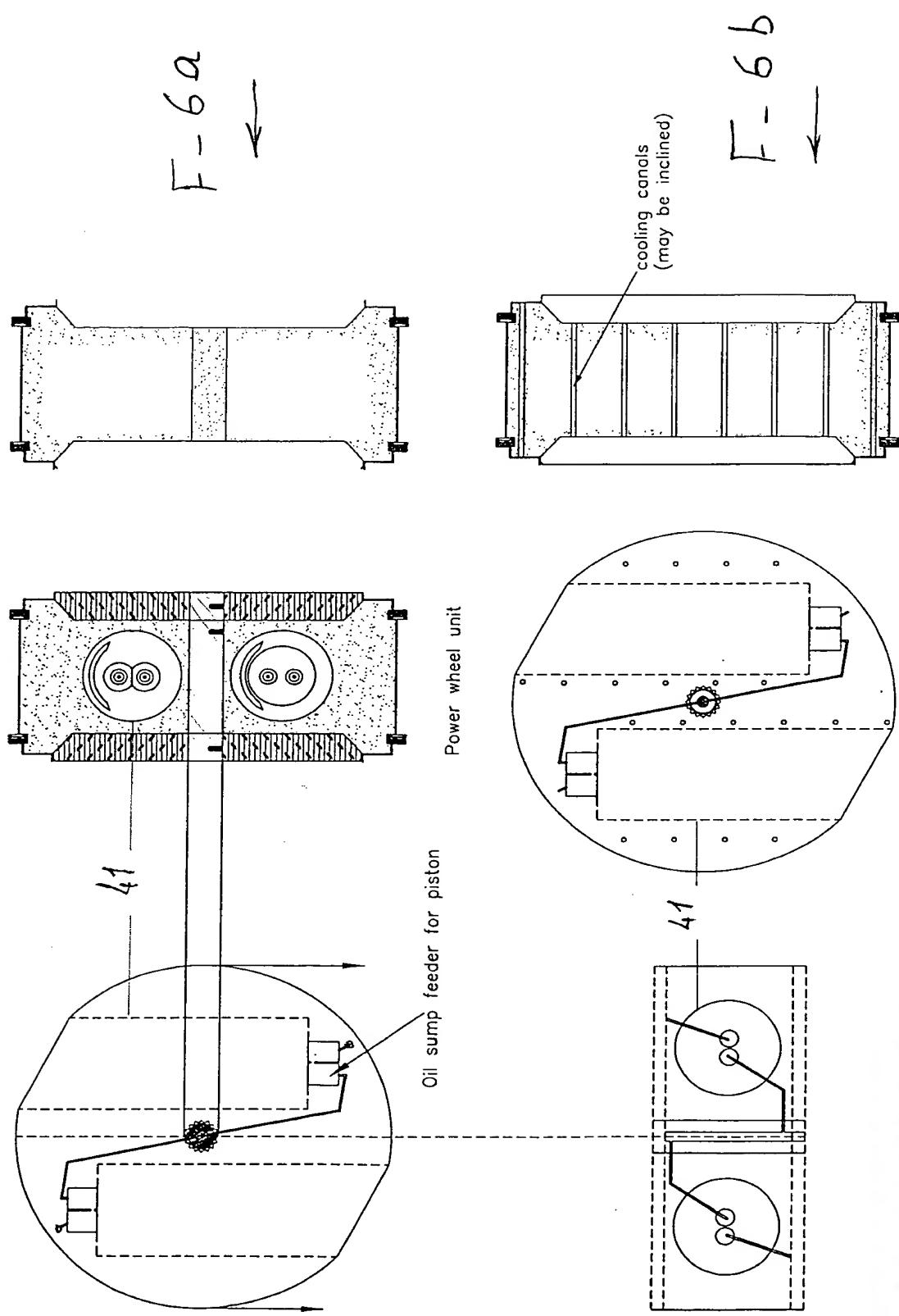


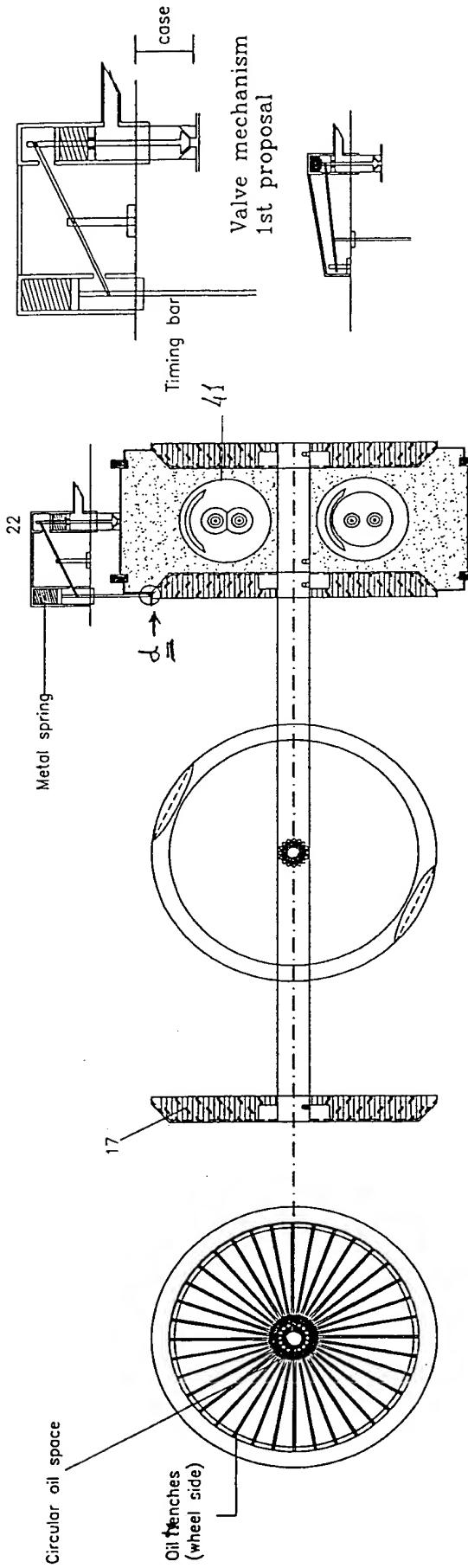
Fig - 5/25

- Fig - 6/25

Proposal for additional cooling oil holes in the wheel

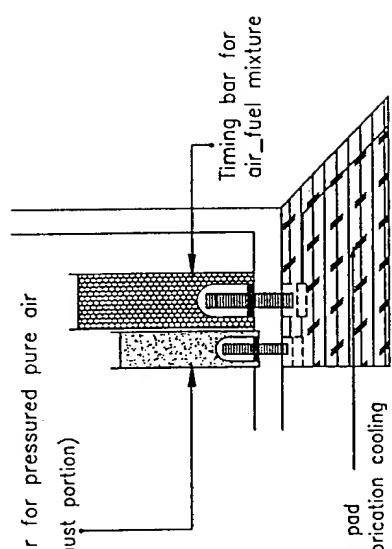
PISTON INLET OUTLET OIL SYSTEM





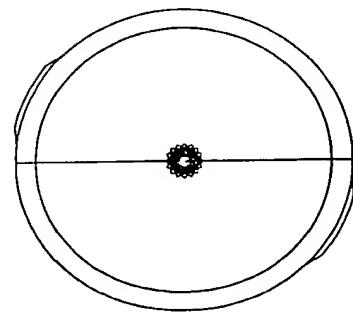
1st proposal of timing system
for valve mechanism
(Lower points pad circular edge)

F - 7 b



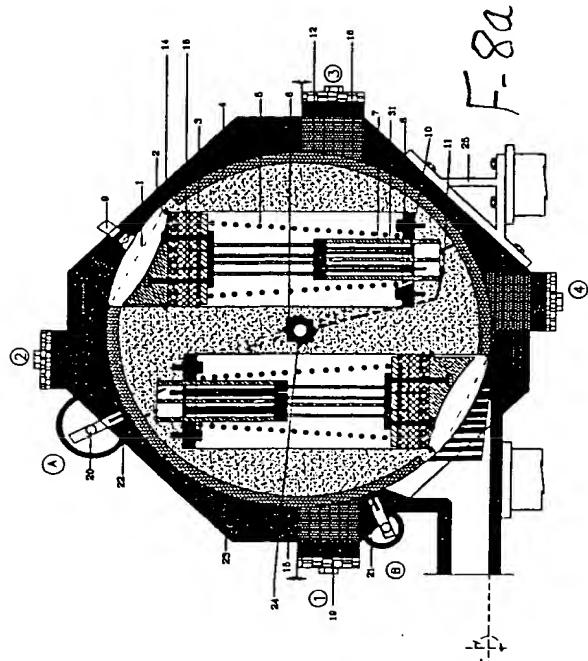
one pad - two valve timing system - d
(typical performance)

F - 7 d

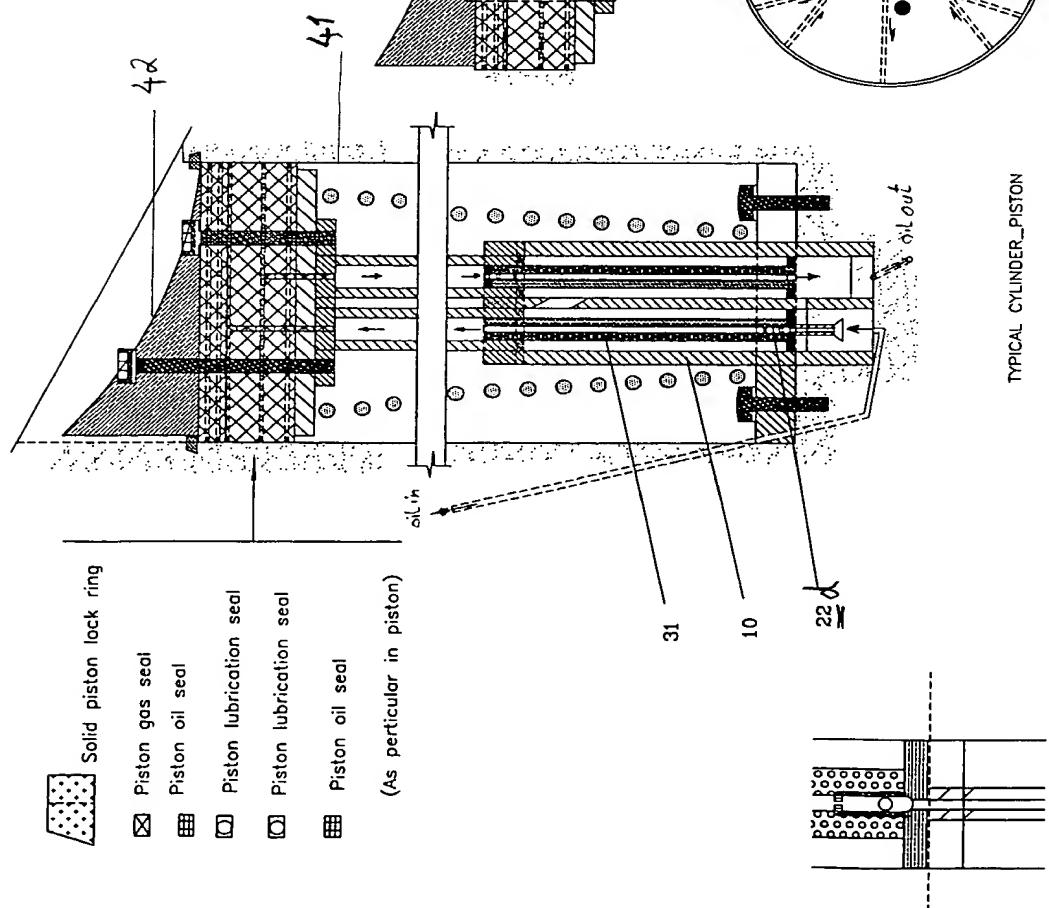


2nd proposal of timing system
for valve mechanism
(Higher points pad circular edge)

F - 7 e



F-8a

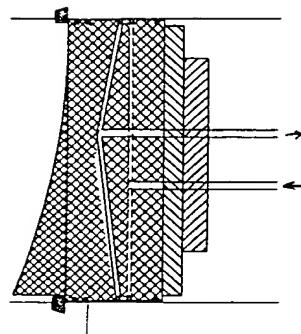


F-8b

DETAIL 22d

F-8d

1 - 8/25 -



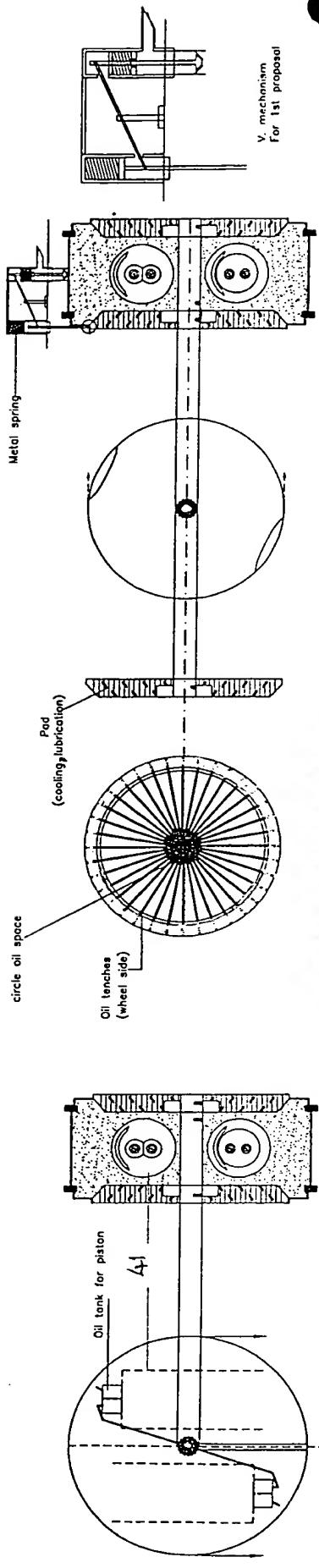
Proposal 2
For the piston, lubrication

F-8c

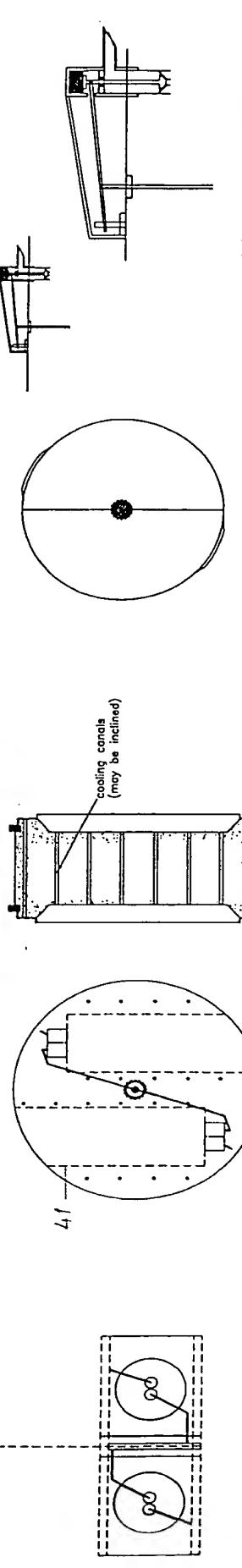
F-8c

PISTON OIL CANALS DISTRIBUTION
Scale 1 : 1.5

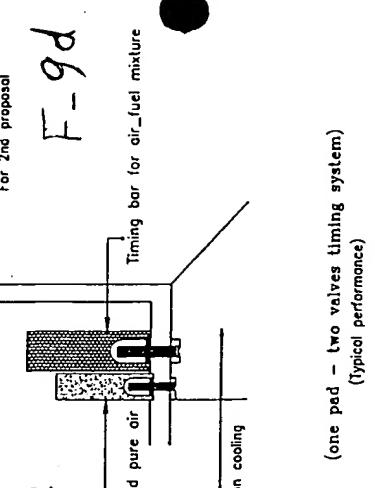
Fig - 8/25



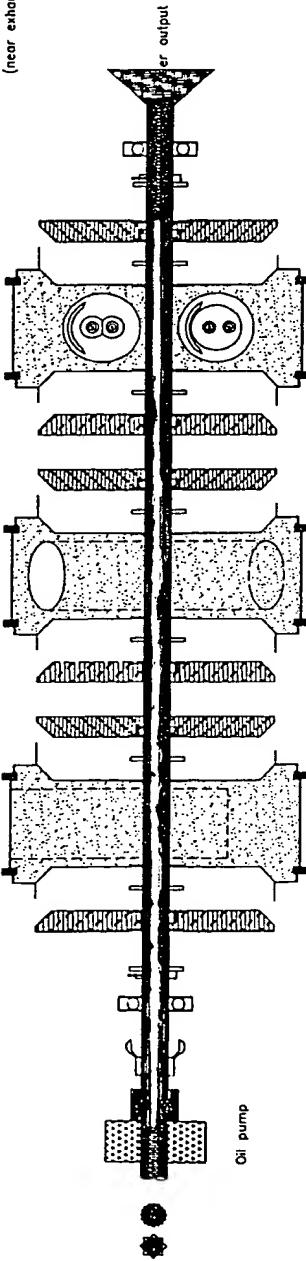
LUBRICATION COOLING PAD
1st proposal of timing system
with valve mechanism
(lower points pad circular edge)



F - 9b
PISTON INLET OUTLET OIL SYSTEM
Proposal for additional cooling oil holes in the wheel



F - 9c



NOTE
(Oil inlet hole on shaft as per each port it is not as per scale)

ROTATING PARTS ANALYSIS ON THE CRANK

Fig - 9/25

F - 9f

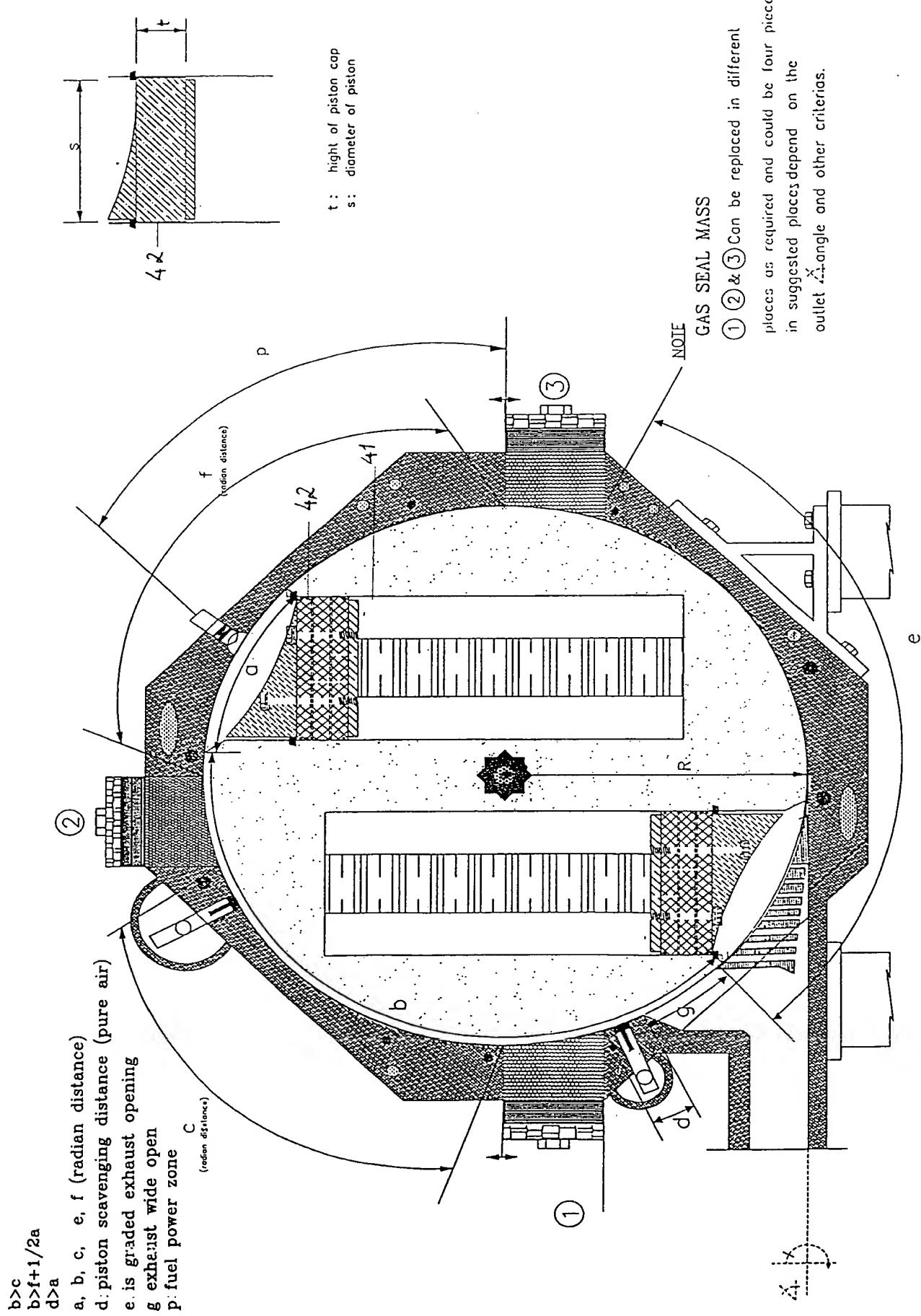
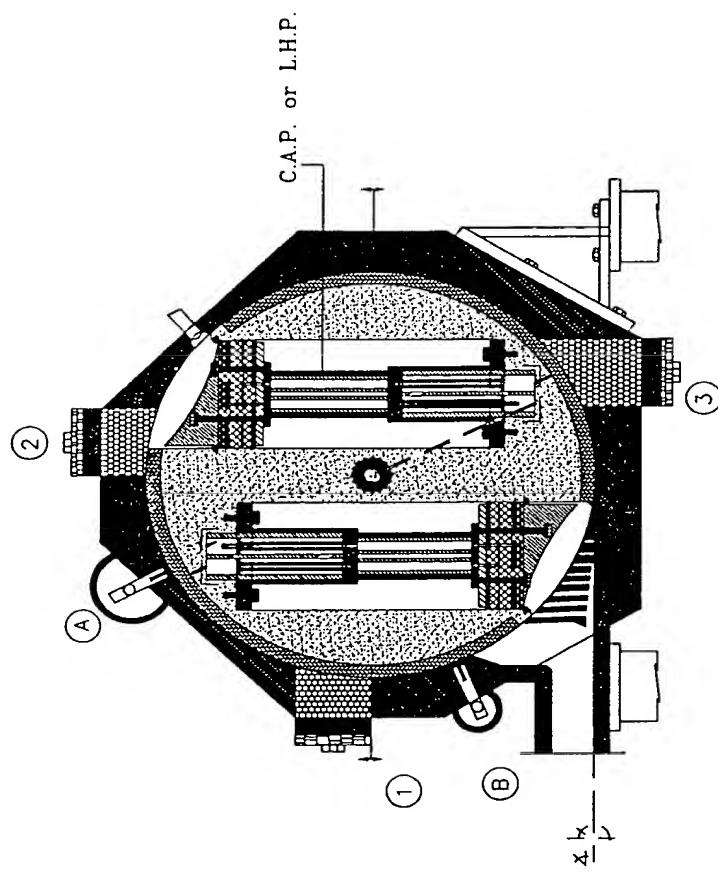


Fig-10/25

SECTION A - A

C.A.P. : Compressed Air Device.

L.H.P. : Liquid Hydraulic Device.

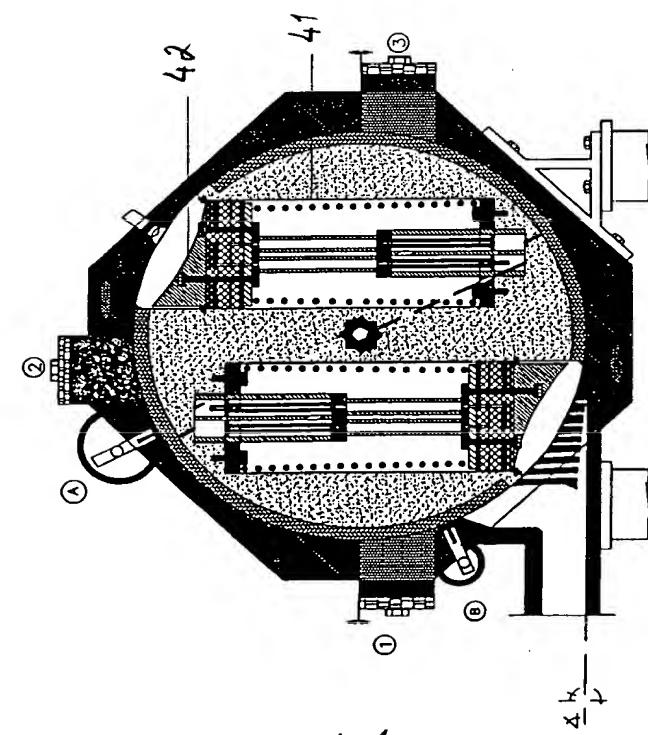


Hydraulic (device) push arm modification
Compressed air power modified
or liquid (oil) power modified

Fig-11/25

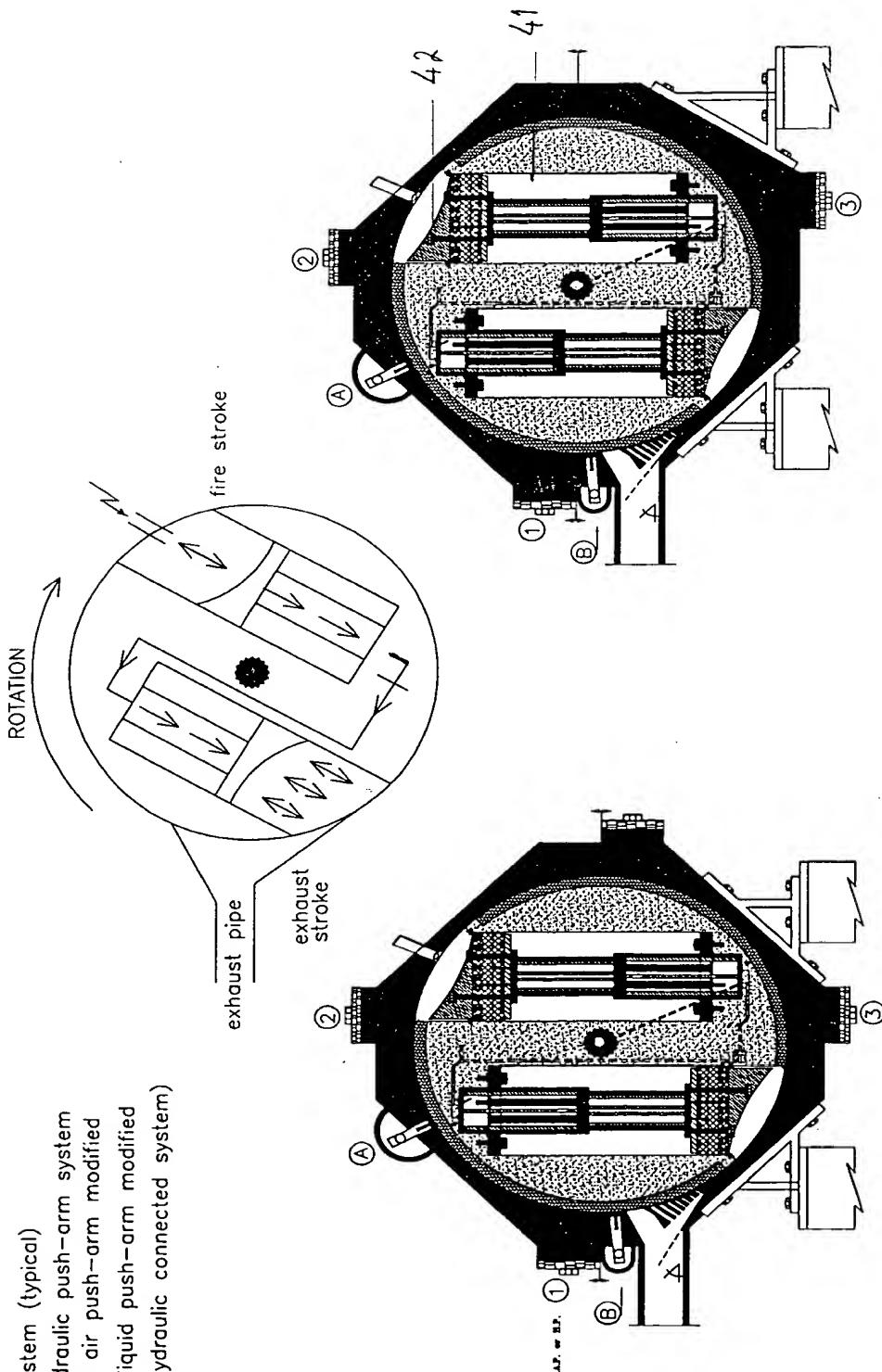
F-11 a

Spring push-arm modification



11/25

F-11 b



F-12 b

F-12 a

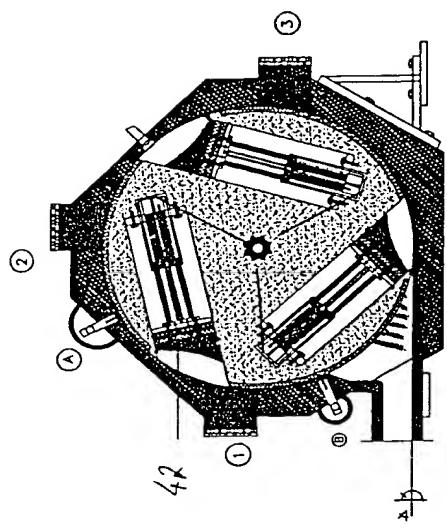
Fig-12/25

Section of system (typical)
Combined hydraulic push-arm system
Compressed air push-arm modified
or Hydraulic liquid push-arm modified
(two piston hydraulic connected system)

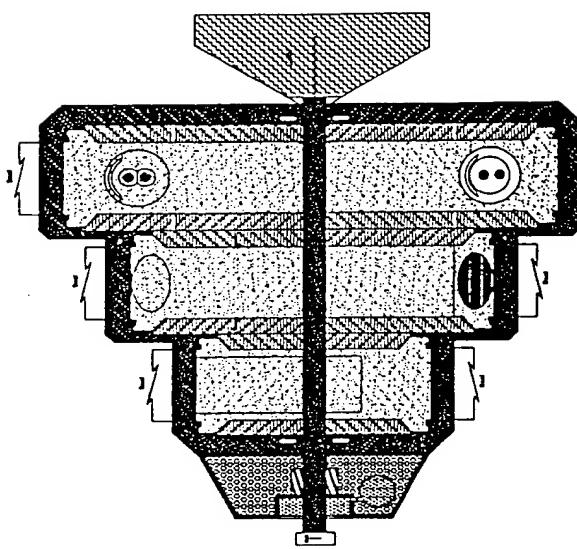
12/25

Proposal: 2

Proposal: 1

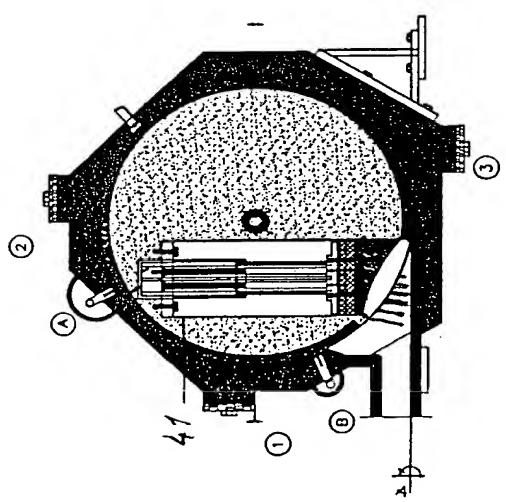


F-13b

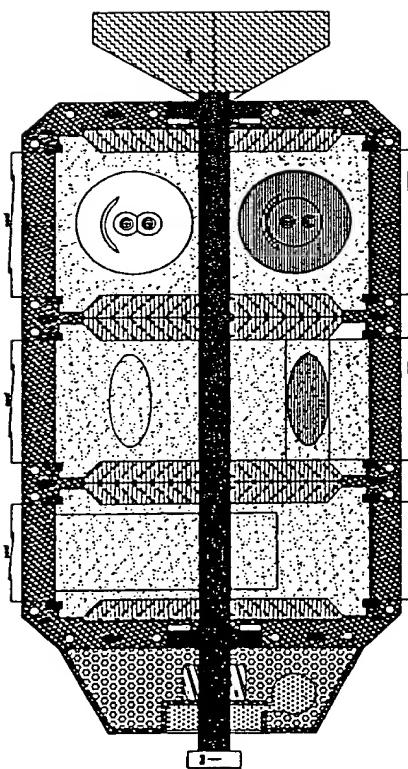


F-13c

Fig - 13/25



F-13a



F-13d

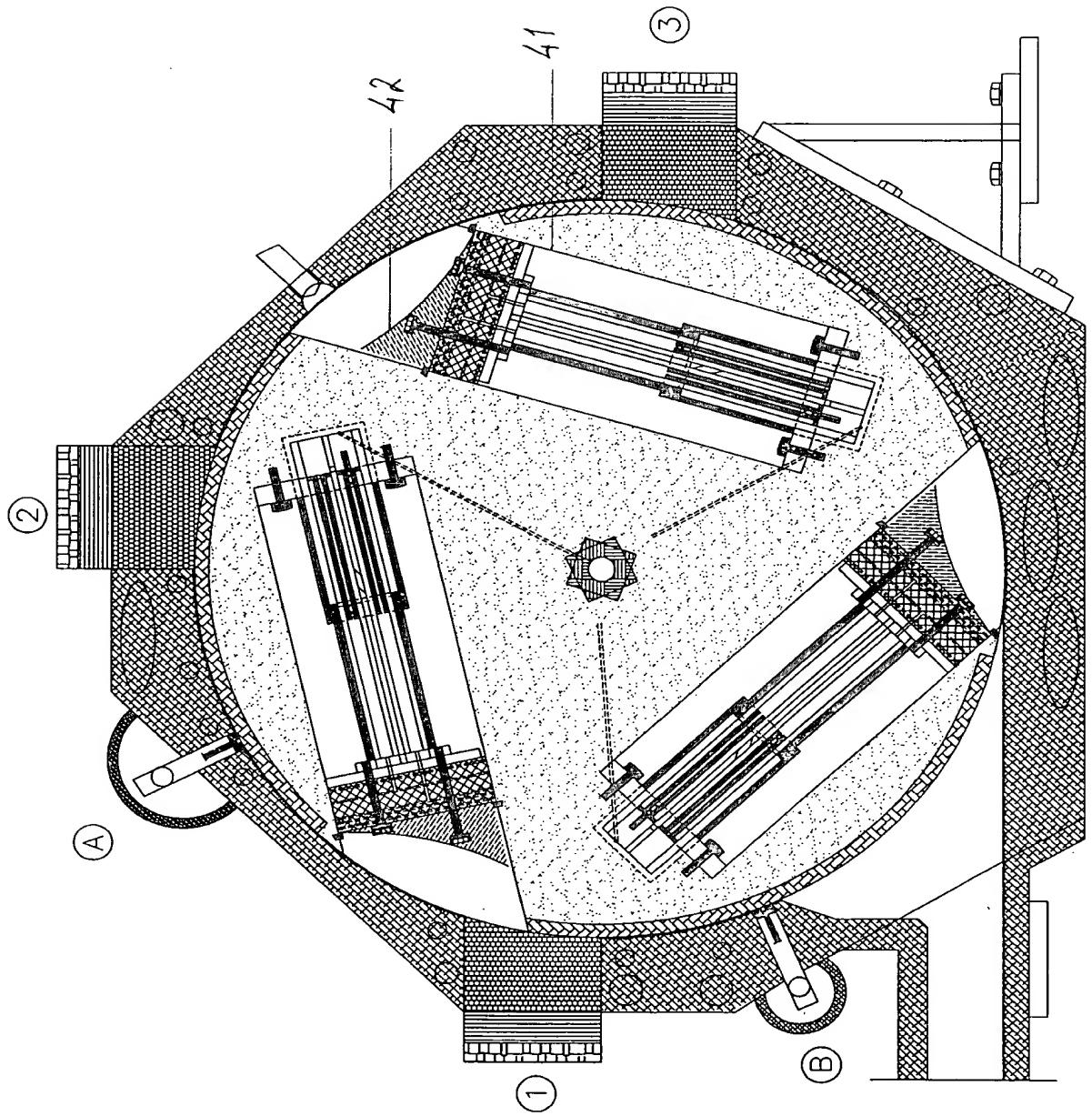


Fig - 14/25

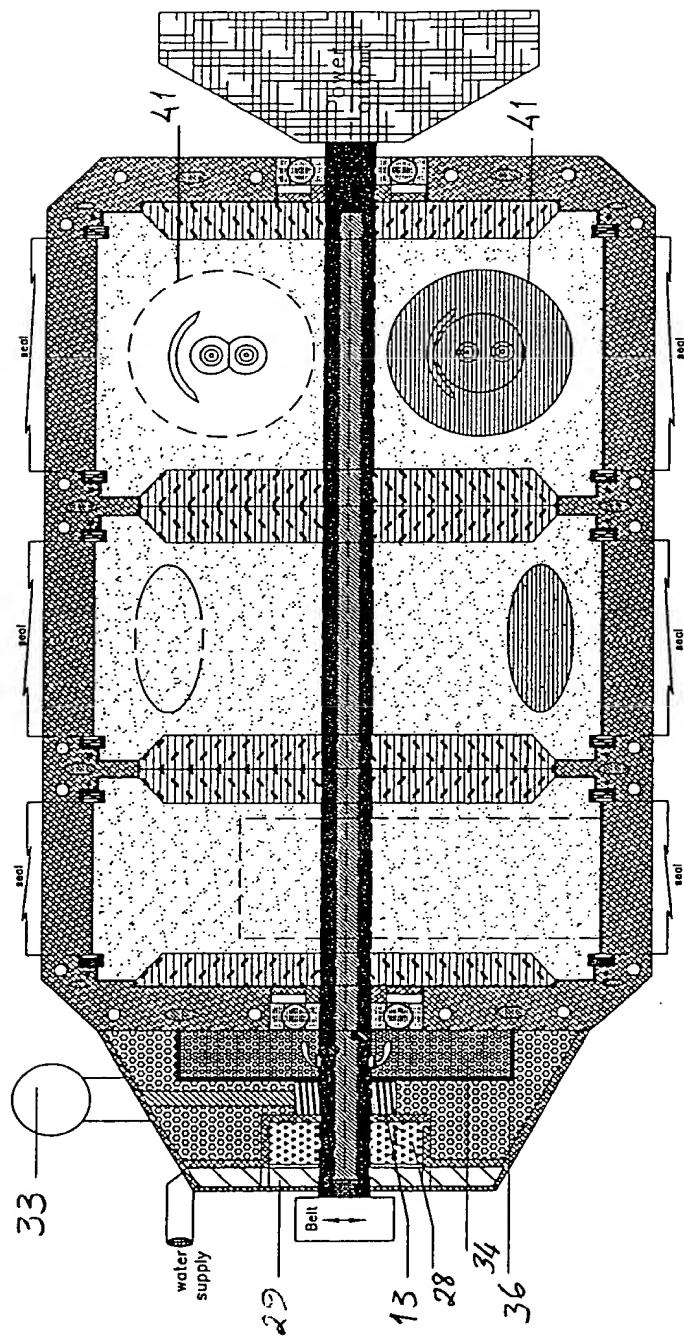


Fig - 15/25

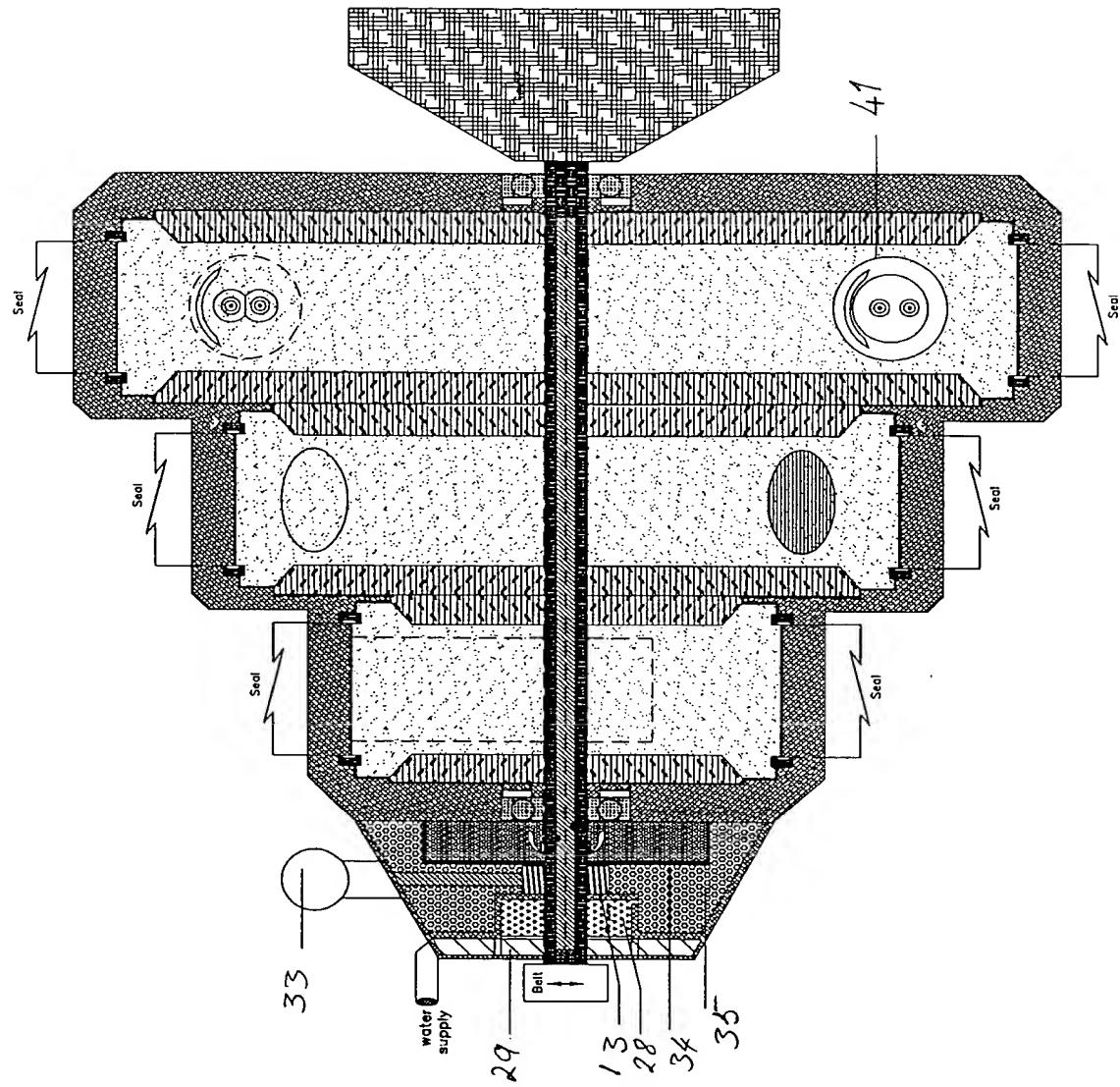


Fig - 16/25

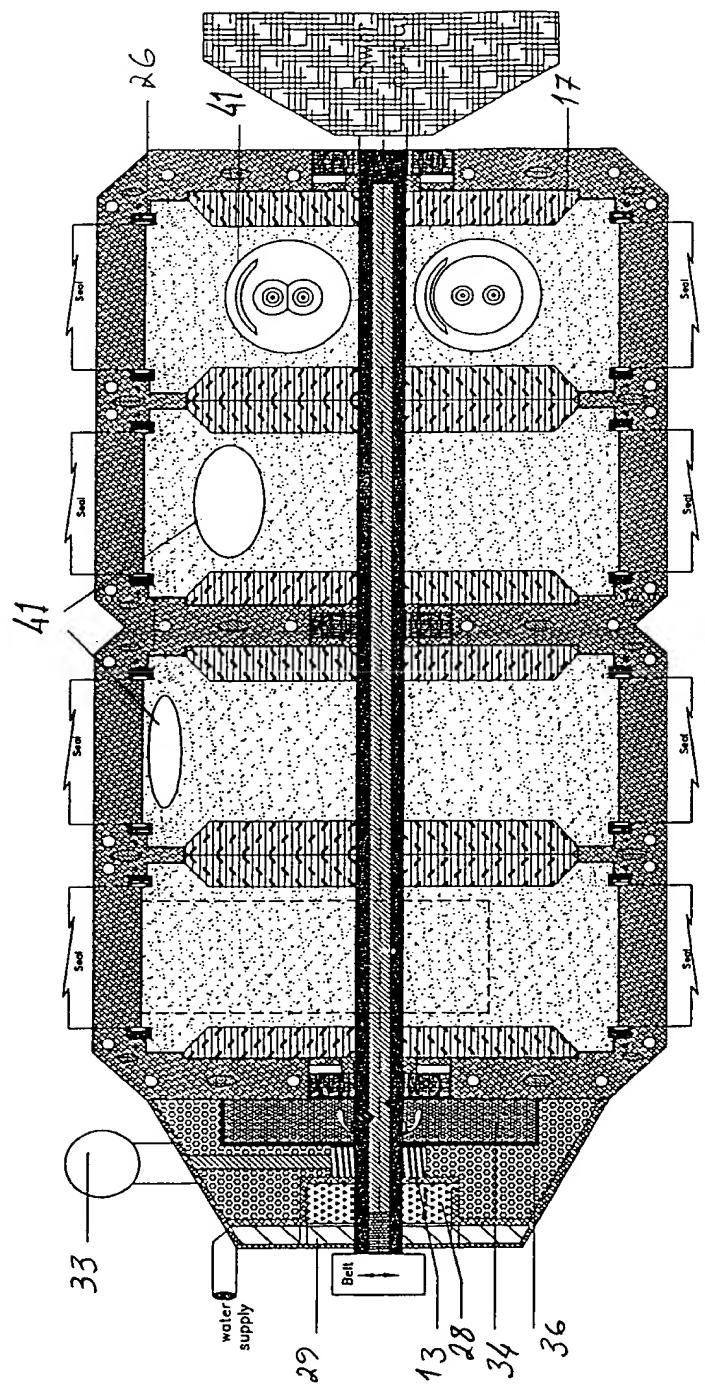
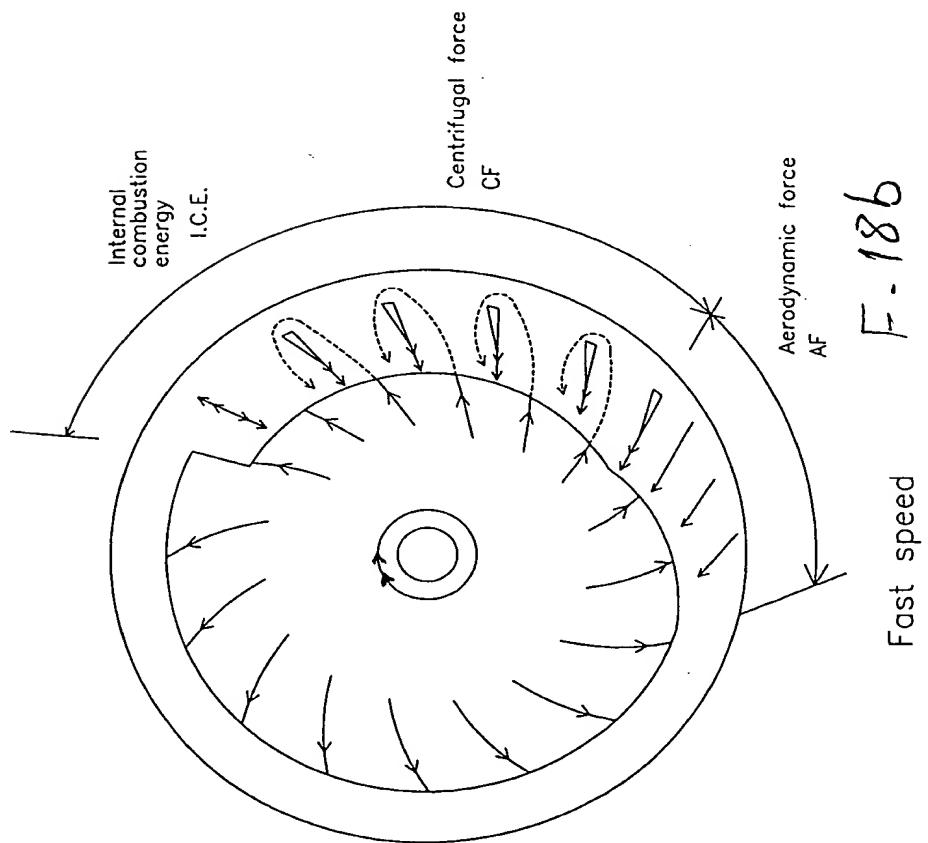
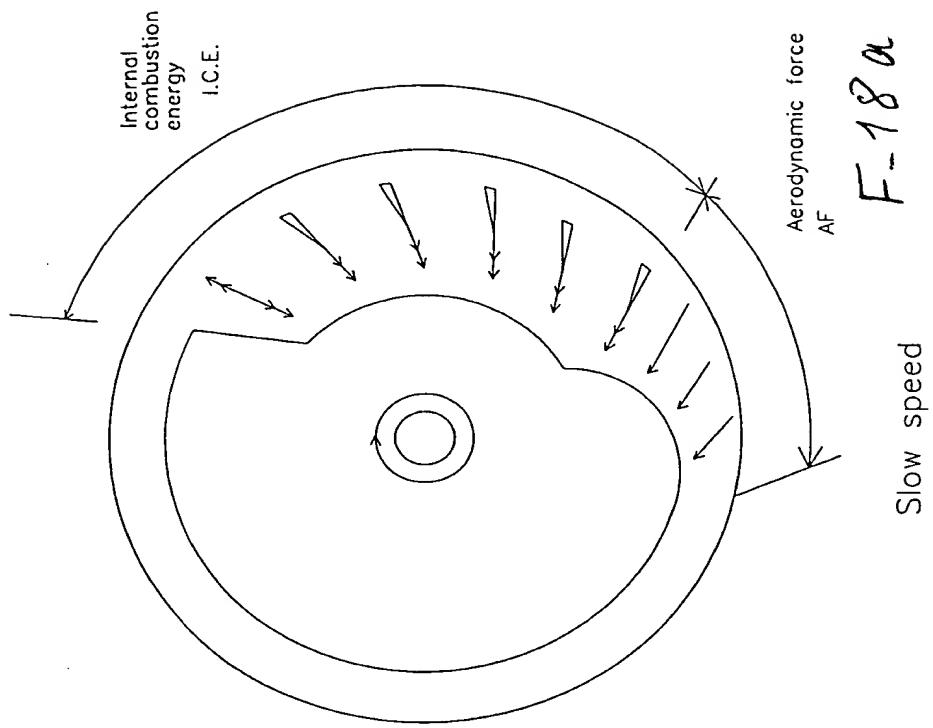


Fig - 17/25

DETAILS OF ENGINE FORCES ON PISTONS.



$$P = I.C.E. + C.F. + A.F.$$



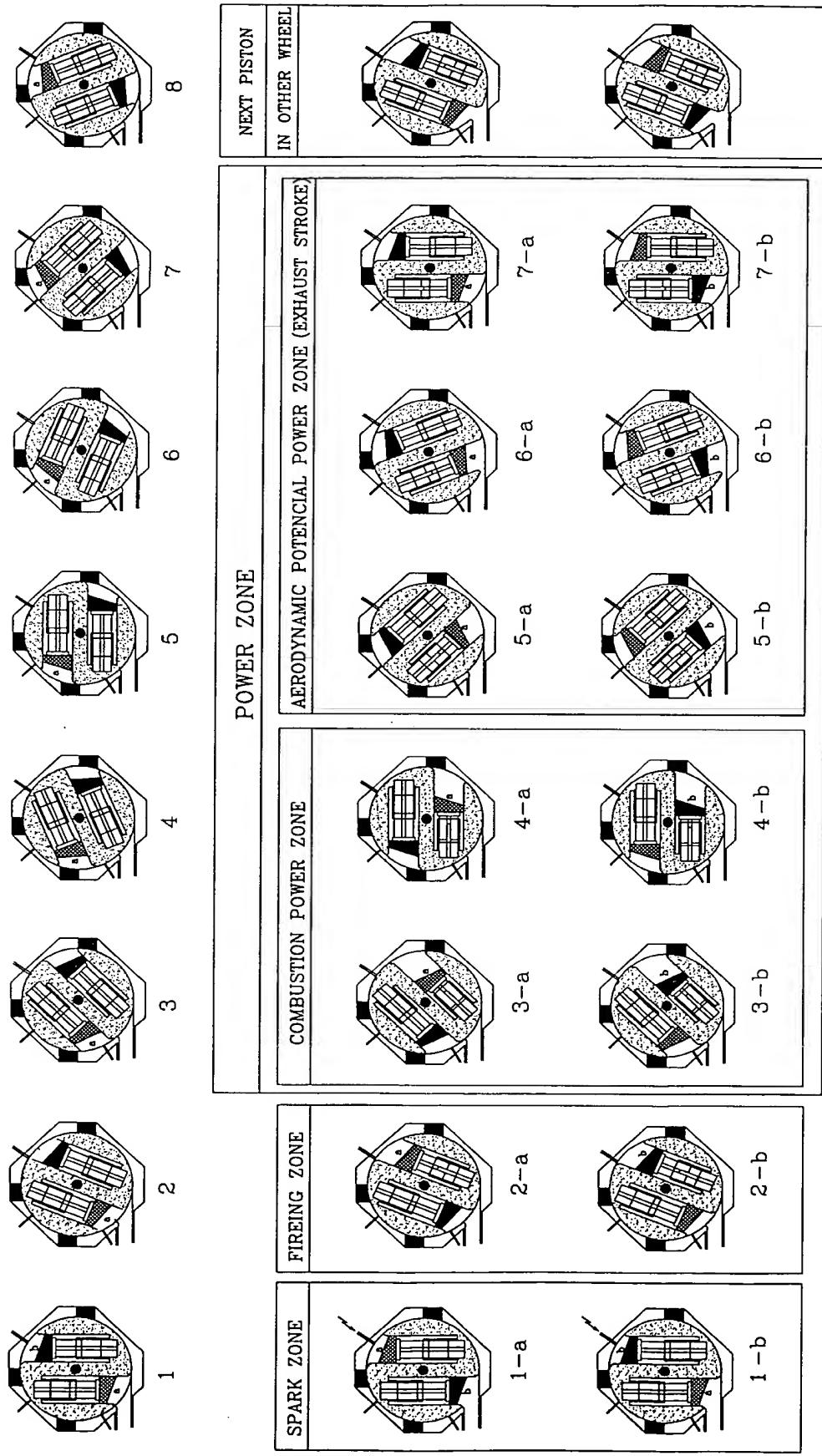
$$P = I.C.E. + A.F.$$

NOTE

Component elements are not in actual scale

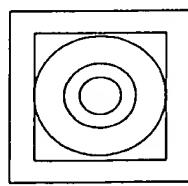
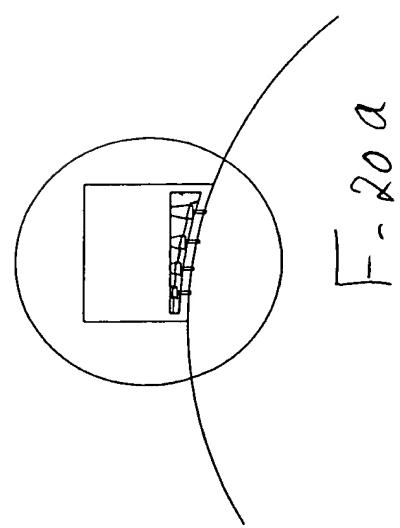
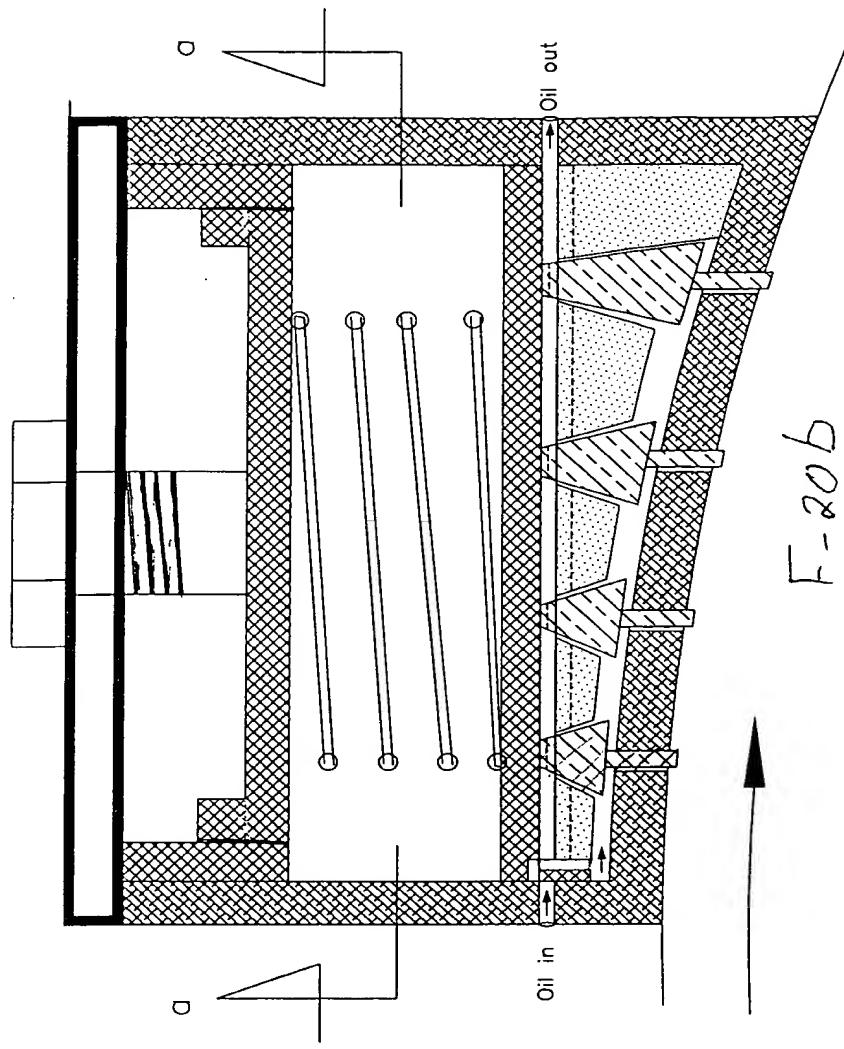
Fig- 18/25

Fig-19/25



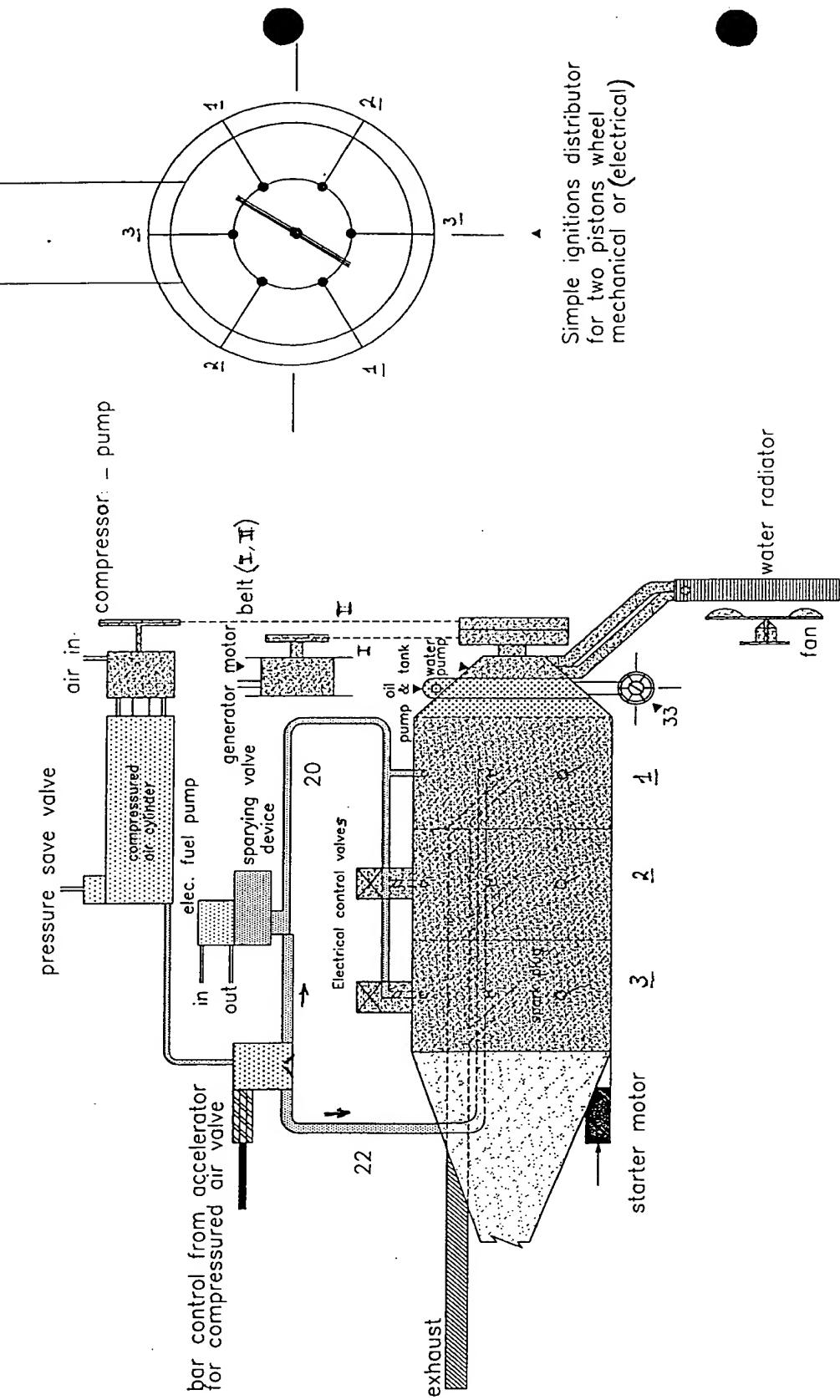
19/25

Proposal for seal mass



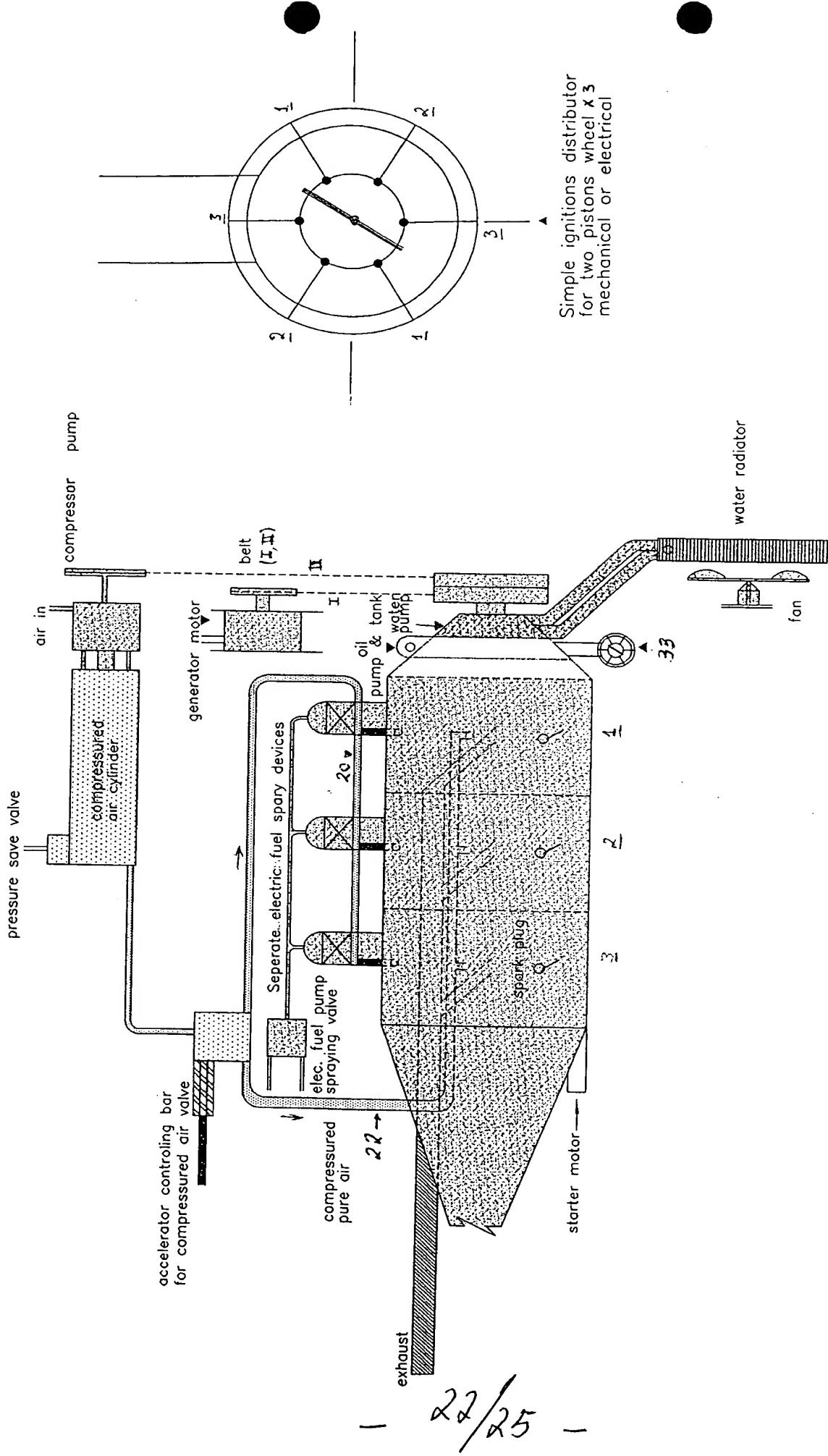
Section a - a

F-20c



Proposal No: 1.
Fuel spray injection for all - fuel.air-mix inlet

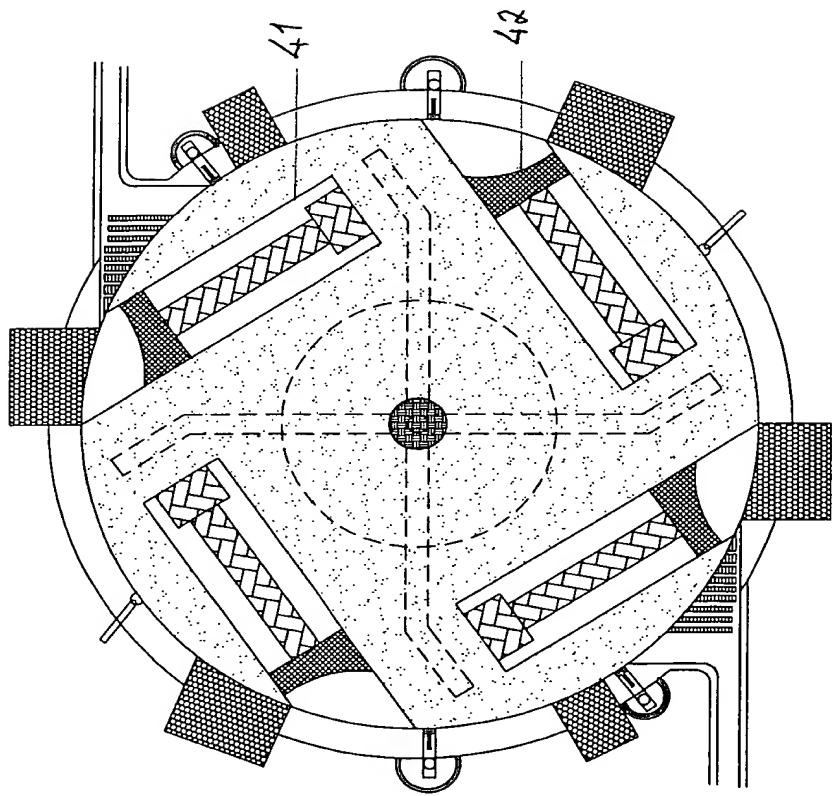
Fig - 21/25



Proposal No: 2.
 Fuel spray injection for each energy unit: separated - fuel air-mix. inlet

Fig- 22/25

Typical unit with four pistons
Using dual ignition system
Section in horizontal C.L.
(for vertical crank shaft)

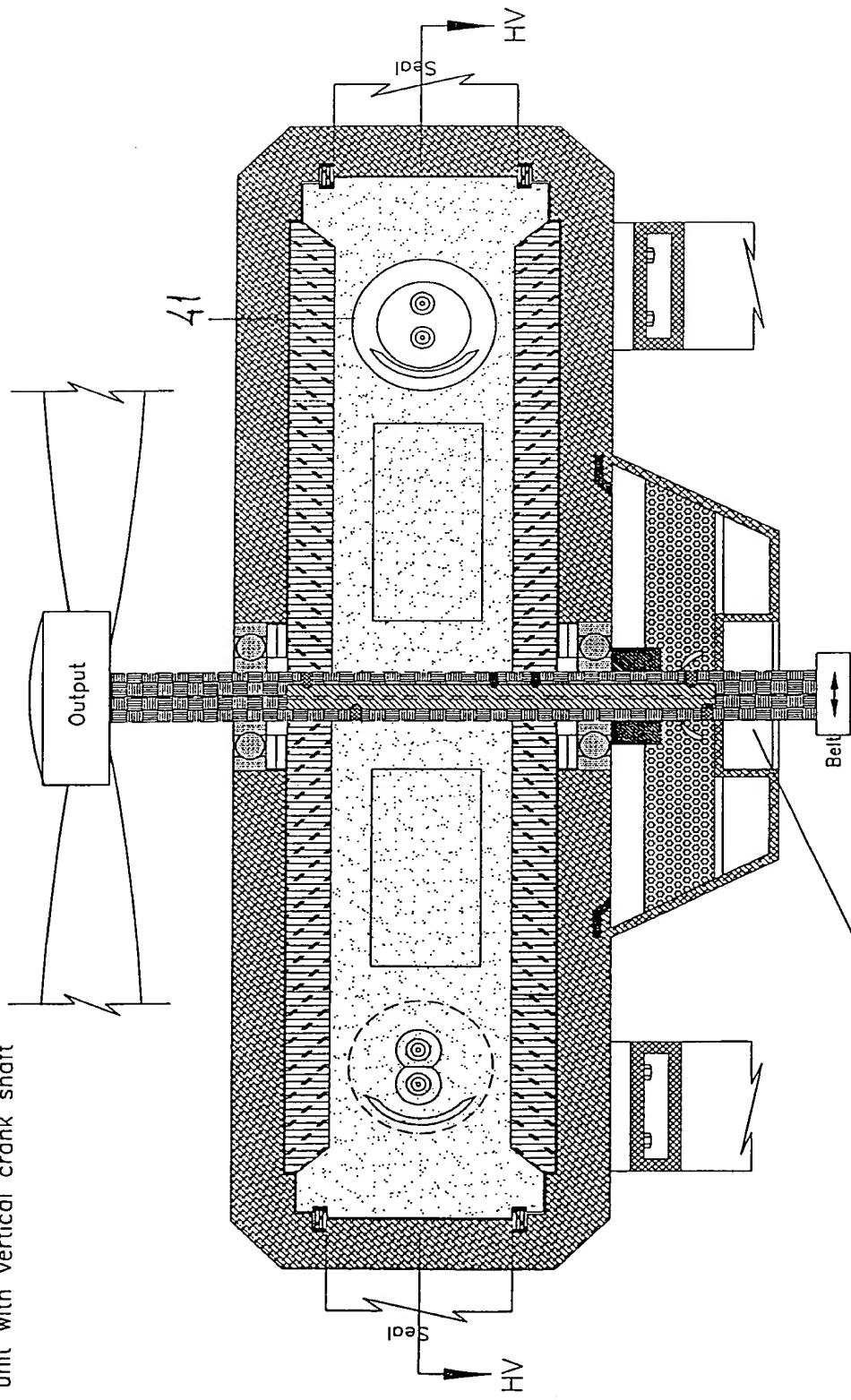


24/25 -

section HV - HV
A super Power Wheel Unit
(Dual combustion ignition system)

Fig-24/25

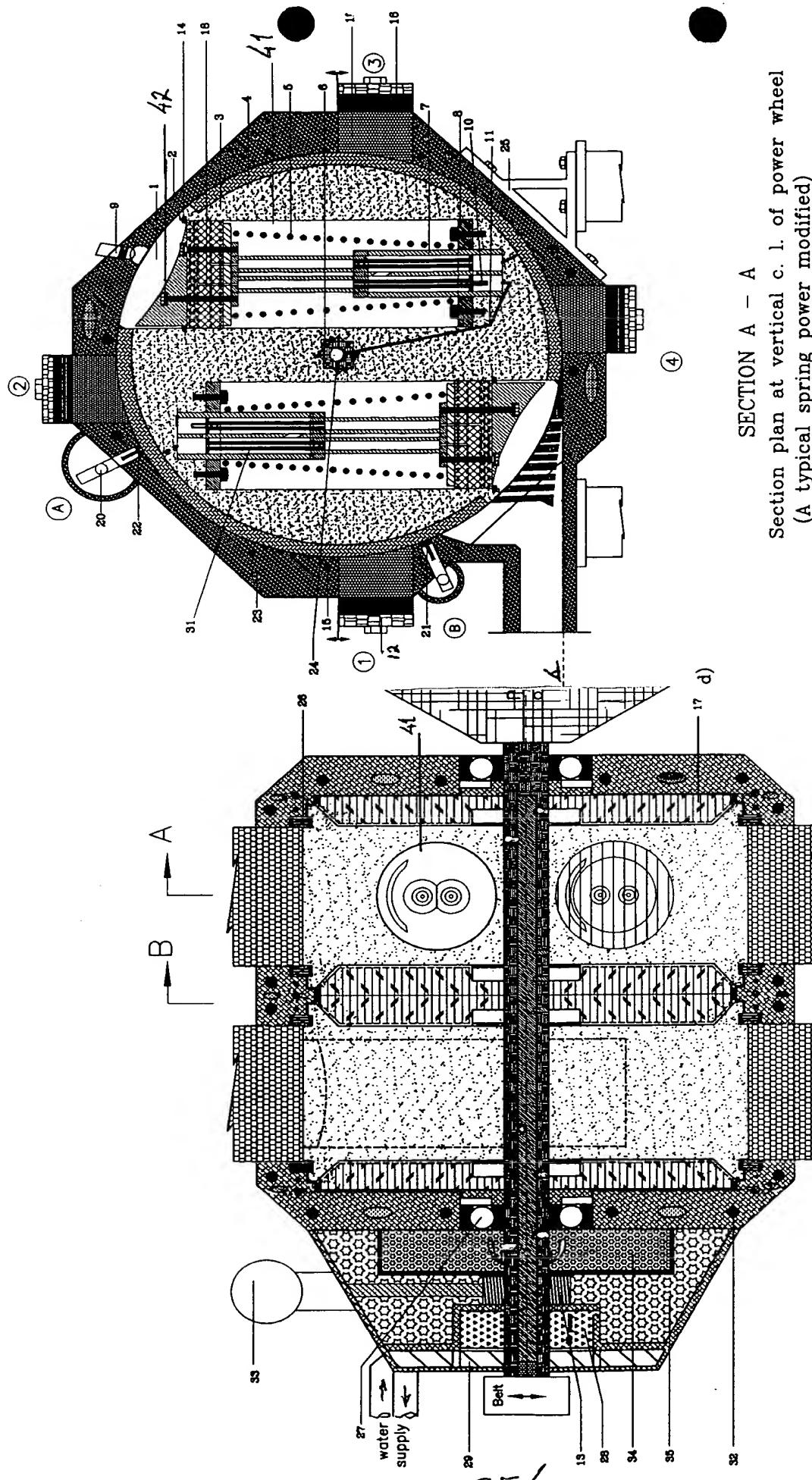
Typical unit with vertical crank shaft



One big power wheel unit
(One big energy unit)

Super Power Wheel Unit
(Dual combustion ignition system or more)
Typical Section in vertical C. L.

Fig. 23/25



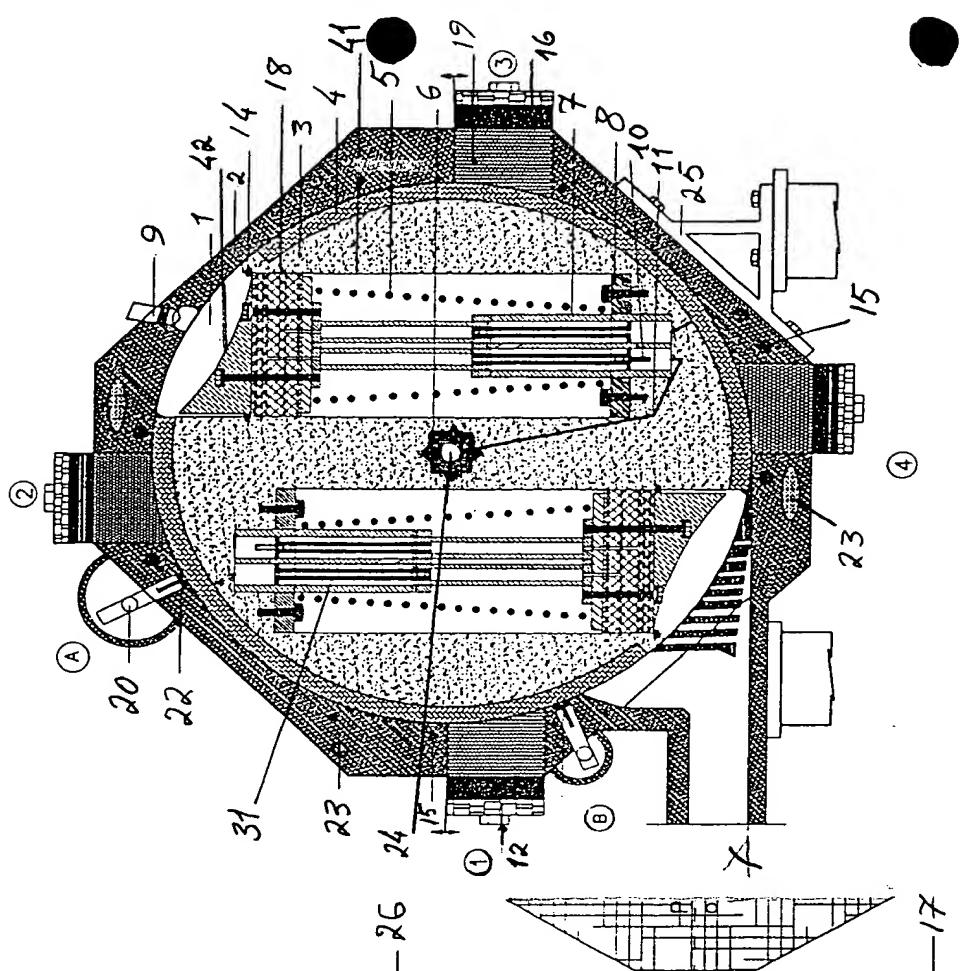
SECTION A - A
Section plan at vertical c. l. of power wheel
(A typical spring power modified)

1-25a

Fig - 25 / 25

TWO POWER WHEEL UNITS Section plan at horizontal center line (sec. H-H)

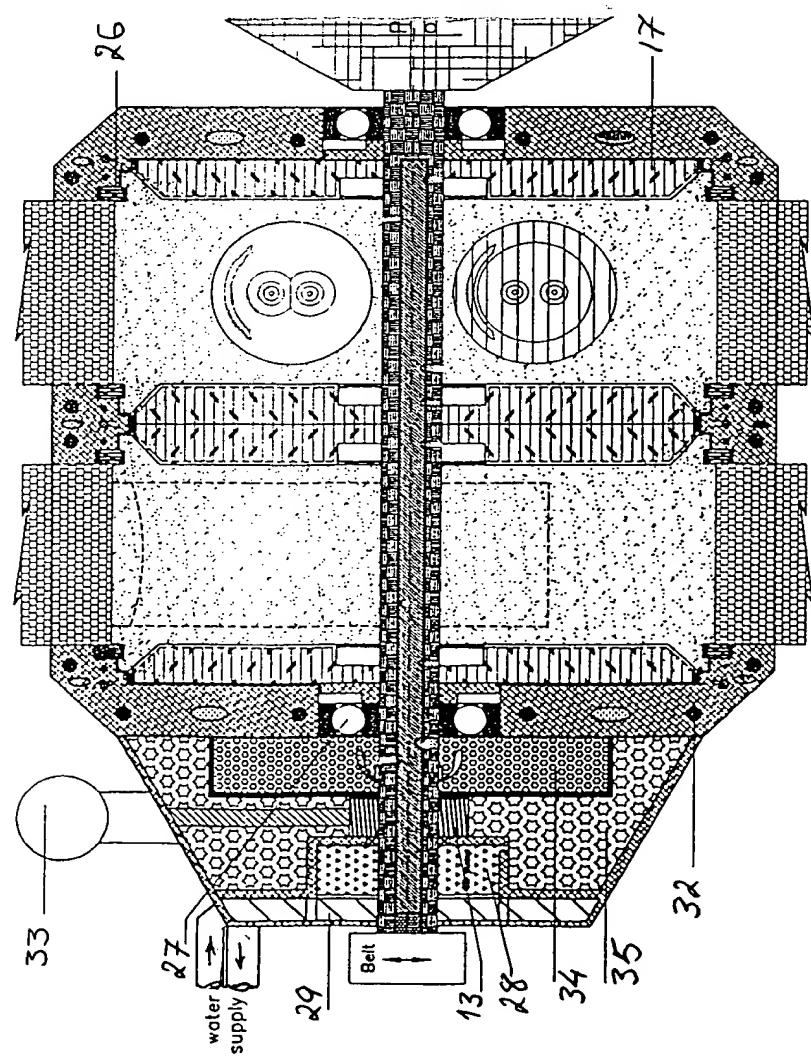
F-25 b



SECTION A - A
Section plan at vertical c. l. of power wheel
(A typical spring power modified)

F- 25 a

Fig-25/25



TWO POWER WHEEL UNITS
Section plan at horizontal center line (sec. H-H)

F- 25 b

scale.